

12.—St. Lawrence–Great Lakes Traffic using St. Lawrence, Welland Ship and Sault Ste. Marie Canals, 1961

NOTE.—Duplications eliminated wherever possible.

Canals Used	Up-bound Freight	Down-bound Freight	Total
	tons	tons	tons
Traffic using Canadian St. Lawrence—Great Lakes System .....	10,641,772	26,917,107	37,558,879
St. Lawrence and Ottawa.....	777	198,027	198,804
St. Lawrence only .....	2,642,825	2,390,531	5,033,356
St. Lawrence and Welland Ship.....	5,578,107	12,779,239	18,357,346
St. Lawrence, Welland Ship and Sault Ste. Marie.....	26,082	57,149	83,231
Welland Ship only .....	1,952,289	10,876,134	12,828,423
Welland Ship and Sault Ste. Marie.....	88,174	47,196	135,370
Sault Ste. Marie only.....	353,518	568,831	922,349
Traffic using United States Locks at Sault Ste. Marie only.....	9,085,994	70,804,144	79,890,138
Totals .....	19,727,766	97,721,251	117,449,017

Traffic through the Sault Ste. Marie canals, Canadian and United States, has fluctuated between a high of 128,489,000 tons reached in 1953 and a low of 70,906,000 tons in 1959. A rise to 91,775,000 tons in 1960 was followed by a decline to 81,038,000 tons in 1961. The dominant traffic from a tonnage aspect is iron ore which also reached its highest point in 1953 at 98,658,000 tons, decreasing to 47,214,000 tons in 1959, rising to 67,939,000 tons in 1960 and dropping again to 55,919,000 tons in 1961. Soft coal has usually been second in volume to iron ore with a tonnage ranging from 13,301,000 tons in 1950 to a low of 6,389,000 in 1958. Although in the past wheat was generally third in tonnage, during the four years 1958-61 wheat remained in second place with tonnages of 7,478,000, 7,496,000, 7,611,000 and 10,177,000, respectively. Other grains usually range between 40 p.c. and 60 p.c. of the wheat tonnage but declined to 28 p.c. in 1961.

**Canadian use of the Panama Canal.**—The use of the Panama Canal as a transport facility for the movement of goods from one Canadian port to another is of relatively minor importance. Of the total of 3,887,000 long tons of cargo leaving the West Coast of Canada in the year ended June 30, 1962 and passing through the Panama Canal, only 26,000 long tons were destined for Eastern Canadian ports. Similarly, of the 960,000 long tons of cargo leaving Eastern Canadian ports and passing through the Panama Canal, 16,000 long tons were destined for Western Canadian ports. The total tonnage passing through the Panama Canal and arriving in Canadian West Coast ports from any origin, Canada or elsewhere, amounted to 525,621 long tons in the year ended June 30, 1962; the total from any origin arriving at Eastern Canadian ports after having passed through the Panama Canal was 584,399 long tons.

Subsection 4.—The St. Lawrence Seaway

Events leading up to the beginning of the St. Lawrence Seaway project and the progress made during the years of its construction are covered in the 1954 to 1959 Year Books. A special article carried in the 1956 edition (pp. 821-829) gives detailed information on Great Lakes–St. Lawrence waterway traffic immediately prior to the beginning of construction on the project and another special article carried in the 1960 Year Book (pp. 851-860) covers the story of the Seaway, its new facilities and services and the movement of freight during the second year of its operation.

The St. Lawrence Seaway Authority, constituted as a Corporation by Act of Parliament in 1951 (RSC 1952, c. 242), undertook the construction (and subsequent maintenance and operation) of Canadian facilities between Montreal and Lake Erie to allow 27-foot navigation, concurrently with the construction of similar facilities in the International Rapids